

## HAWAIIAN OPERA HOUSE

## Third Week

## The Josephine Stanton Opera Company.

## Farewell Performance

MONDAY, MAY 13,

## THE FENCING MASTER

Produced for the first time in the Islands.

## Saturday

La t popular price

## Matinee

25c, 50c,

NO HIGHER

## Said Pasha

## Saturday Night

## WANG

NIGHTS 50c, \$1.00, \$1.50. Matinee, 25c and 50 cents.

## Up-Town Book Store

Notwithstanding a general assortment of

## Books and Stationery

in stock, we are expecting shortly a replenishment in many lines of

Staple Goods, Card Board, Papeteries, Tablets, Lunch and Tally Cards, Plain and Crepe Tissues, Typewriter Supplies,

with other things useful and ornamental.

Headquarters for the

Alien Annual

and other books pertaining to these islands.

## Thos. G. Thrum

Stationer and Bookseller, Brewer's block. 1063 Fort St.

## Lots for Sale AND

## Houses For Rent

## MONEY TO LOAN.

APPLY TO

## CHAS. F. PETERSON,

15 Kaahumanu St., Honolulu.

## OCCIDENTAL FRUIT STORE

Corner King and Alakea Streets.

## California and Island Fruits

Ice House Goods received by every steamer. Tel. Main 194.

## Tam Pong

## Groceries and Provisions

MEALS SERVED AT ALL HOURS.

Fresh California Fruits Always on Hand. Opposite Honolulu Brewery, Queen St.

## The Popular

## NEW RESTAURANT.

Opened on Bethel Street, back of the Postoffice. BOARD, \$4.00 PER WEEK; MEALS, 25 CENTS.

## NEWS OF THE WATERFRONT

**T**HE Toyo Kisen Kaiha Nippon Maru arrived in port yesterday evening from San Francisco, having sailed from the coast on the 3d instant.

She was at the wharf shortly after 6 o'clock, and not long afterwards her passengers were ashore, and the mail was on the way to be fumigated at the quarantine wharf, much to the disgust of Honoluluans generally.

There was one passenger to lay over at Honolulu, A. Crowley. The following go on to the Orient this afternoon at 2 o'clock: For Yokohama, Mrs. E. E. Ransome and infant, Mrs. J. H. Rosenthal. For Kobe, Mr. F. W. Carlson, Mr. A. H. Trumbo, Mr. J. W. Fletcher. For Nagasaki, Mr. Leigh Hunt, wife, child and two servants, Miss Hostetter, Mr. E. C. Huff, Mr. L. Bull, Mrs. H. L. Douglas. For Shanghai, Mr. C. H. M. Bosman, Dr. Jno. Fryer. For Hong Kong, Mrs. J. C. Howe, F. L. Fernald and wife, Mr. C. H. King, Prof. Perry Payne, Mr. S. O. Lockwood, Jr., Mrs. Wm. Avery, Mrs. F. E. Hutton and son, Mr. H. Lambe, Mr. J. H. King, Mrs. Wm. Whaley, Mr. Oscar Sutor. European steerage, Mrs. S. Morton and son, A. Rosenthal and family (4), Toy Lun Yick.

## Wreck Has Been Found.

The wreck of what is supposed to be the ship Andrada, which disappeared from the mouth of the Columbia river more than four months ago, has been found lying off a bay in the Queen Charlotte Islands. Indians reported the floating in of the strange vessel to Captain Gunn of the steamer Tees, which arrived at Vancouver on April 29.

Some of the Indians said she was a wooden ship, while others were equally sure that she was iron. The fact that they could not tell her name shows that they were uncertain as to her build, but from the general description given the officers of the Tees, it is not impossible that she is the missing boat from the Columbia river bar.

The Indians went down to Naas while the Tees was there and left again the next day with the Methodist missionary, who would make a complete examination. The Indians said the derelict came floating into Reynolds Inlet. The stumps of her masts were standing only a few feet above the decks and her houses had been almost completely washed overboard. Several miles away Indian fishermen were reported to have found bodies of one of the supposed officers of the ship and another man and much wreckage washed up.

The ship had evidently but recently been in a storm, for some of her gear was still hanging over the side, a fact which is probably rather against connecting her with the Andrada. If she is not the latter vessel she must have been a coasting ship, for unless she was caught in the storm within a hundred miles of the west coast of Vancouver or the Queen Charlotte Islands, she would certainly have been driven south by the currents and would go farther away from the Alaskan coast all the time.

## Exodus to Nome Begins.

The steamships Nome City and Jeanie sailed for Nome on April 28 from Seattle. Nearly 100 passengers went north, many of them being prominent mine-owners in the Nome district. This is the first departure for the north this year, and it is expected that the vessels will reach their destinations not later than May 20.

## Americans Buy English Line.

The first step in the direction of the consolidation of some of the biggest trans-Atlantic shipping interests has been accomplished by the purchase by J. Pierpont Morgan & Co. of the Leyland line of steamers. A deposit on the purchase price has been paid. The sale of the Leyland line, in connection with the sale of a representative of the Associated Press that an official statement will be issued from the head office of the line at Liverpool. It is understood that the shareholders of the company will receive £14 10s for each £10 share. The Leyland line, whose fleet will thus pass into the control of Americans, is one of Great Britain's greatest shipping institutions, far exceeding the Peninsular and Oriental Steam Navigation Company in tonnage and importance.

## Work on Shipbuilding Trust.

Owners of ship-building yards met in the offices of Henry W. Poor & Co. in New York on April 28 to begin preliminary work toward forming a combination of ship-building interests. A capitalization of \$60,000,000 has been spoken of for the new trust. Poor & Co. are to finance it. All the big houses in the street are said to be interested.

Among those who attended the meeting were Lewis Nixon, owner of the Elizabeth yards, and George Crocker and Edward Hawley, of the Newport News Company. A part of the plan is said to be to divide the work of construction so that each plant can confine itself to a particular class of work.

## The Otto Gildemeister Sold.

Captain George F. Ellis, representing a San Francisco syndicate, has purchased the dismantled German ship Otto Gildemeister for \$26,100. It is the intention of the syndicate to go regularly into the shipping business and use Gildemeister will form the nucleus of its fleet. Captain Ellis was formerly in the sealing business, but gave up seal hunting to hunt for gold in the Alondae. He was wonderfully successful and later sold out all his interests for a considerable sum. The Gildemeister will probably be refitted in San Francisco and placed under the Chilean flag.

When the dismantled vessel was put up at auction Lorenz Foad made the first offer of \$15,000. Captain Ellis raised the bid \$250, and Henry Rosenfeld went him \$250 better. Messrs. Ellis and Rosenfeld had it to themselves until \$25,000 was reached, when the latter dropped out and George Hume took up the running. Mr. Hume quit at \$26,000 and Captain Ellis secured the vessel with another \$100 offer.

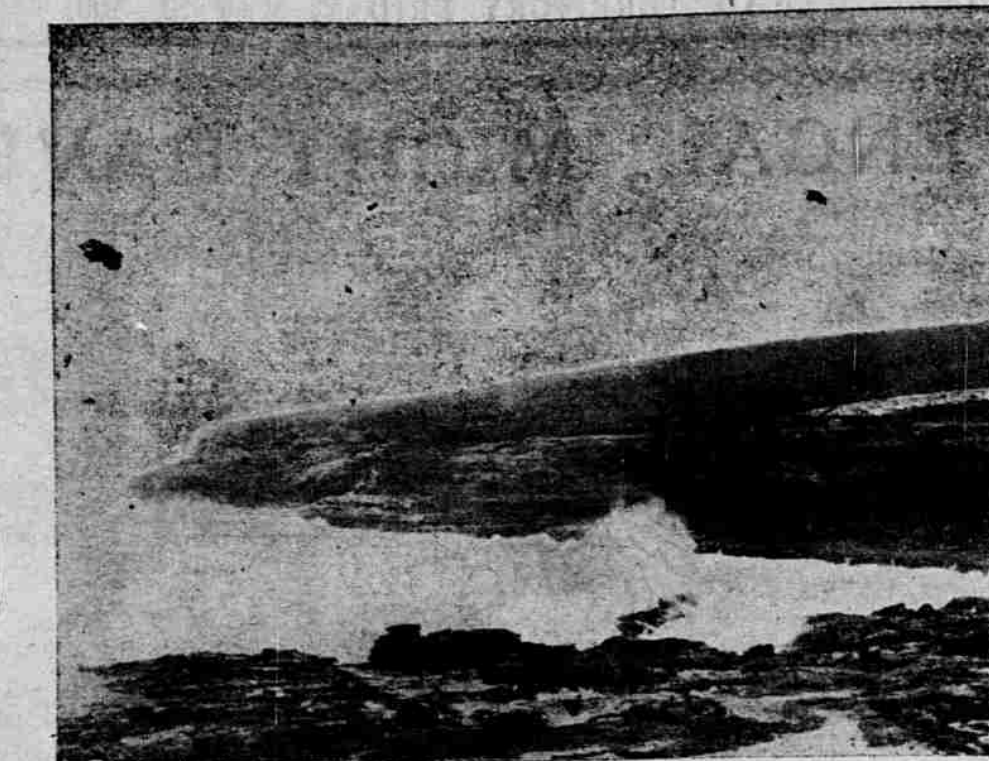
The Gildemeister was regularly condemned as a total constructive loss and the insurance companies settled on a \$65,000 basis as the value of the ship. The remains of the vessel thus became the property of the underwriters and it was by that body she was sold. In the circumstances the reinsurers gamblers lose their money and all they can do is to pay up and look pleasant.

## Ship Challenger at Sydney.

The American ship Challenger arrived at Sydney, N. S. W., on April 28 in one of the best runs of the season. She left Comox, B. C., last December for Kahului with a cargo of coal, but was dismantled in a gale and had to put in to San Francisco in distress. The coal was sold and the vessel repaired, after which she loaded a general cargo for Australia.

## Tug Fearless Has Fire Drill.

The slight fire aboard the gasoline schooner Eclipse on Wednesday night



SCENE NEAR KOKO HEAD.

(Photo by Arthur L. Merry.)

was a good illustration of what might happen on the waterfront at any time. Yesterday morning several gentlemen interested in insurance matters were invited to attend a fire drill aboard the tug Fearless, of which Captain Gilbert Brackaw is commander.

Scarcely had two minutes elapsed after the alarm was given than the powerful tug had six streams of water playing in different directions. The wharf, incidentally, was given a thorough cleaning. Indeed, had the Fearless directed her powerful streams at the sheds on the Pacific Mail wharf there would have been very little left of them. It is very probable that the insurance companies will make some arrangement with the Fearless people to look out for fires on the waterfront in the future. Some of the streams were thrown a distance of 200 feet.

## American Ship Rice Burned.

The American ship R. D. Rice of San Francisco, Captain Wynn, which arrived at Hilo, Japan, April 11, from Philadelphia, has burned and is a total loss. The Rice sailed from Philadelphia on November 20, 1900.

## Californian Ends First Voyage.

The first American steamship to come direct from the Hawaiian Islands to this city, says a Philadelphia paper of May 1, with a cargo of sugar, was the steamship Californian, which arrived last night from Honolulu and Hilo with 7,920 tons of raw sugar, grown in the new American possession. The Californian's run was over 15,000 miles, having been via the Straits of Magellan. She left Hawaii in February last, and stopped at Chile, St. Lucia and Norfolk to supply her bunkers with coal.

## Big Shipping Combine.

The shipping interests of the firms of Welch & Co., C. Brewer & Co. and Castle & Cooke have been amalgamated. The new corporation will be capitalized at \$5,000,000 and will include twelve ships of the above firms, engaged in the Hawaiian trade, as follows: The new schooner W. H. Marston, R. P. Rithet, Andrew Welch, Port George, Mohican, Martha Davis, Hawaiian Isles, St. Katherine, Gerard C. Tobey, Tillie E. Starbuck, George Curtis and Archer.

This recently taken action has been under way for several years. The earnings and expenses of the fleet, under the new conditions, will be pooled and the net earnings divided among the shareholders of the corporation. These shareholders consist of the original owners in vessels taken into the combination.

The promise of a line of steamers between this port and San Francisco and the coming of the new steamer line is the cause of the action taken. It has not yet been definitely decided as to who will be the officers of the new corporation, although R. P. Rithet will probably be the president of the concern.

## Freights and Charters.

Addenda, Am. bkt., 637 tons—lumber from Columbia river to Callao, \$2 5s. Prior to arrival.

C. H. Merchant, Am. schr., 268 tons (at Ludlow)—lumber thence to Lahaina; by Pope & Talbot.

C. S. Holmes, Am. schr., 376 tons (at Grays Harbor)—lumber thence to Santa Rosalia; by Felix Santallier.

Caithness, Br. str., 2,222 tons (on Puget Sound)—lumber thence to Port Pirie, \$2 15s; by J. J. Moore & Co. Prior to arrival.

Carondelet, Am. schr., 1,292 tons (at Ludlow)—lumber thence to West Coast; by W. R. Grace & Co. Prior to arrival.

Defiance, Am. schr., 526 tons (at Tacoma)—lumber thence to Honolulu.

Edmund, Ger. sp., 2,913 tons—wheat to U. K., A. or D., \$1 12s 6d (1s 3d less direct); by Balfour, Guthrie & Co.

Endeavor, Am. schr., 485 tons—lumber from Blakely to Honolulu; by Renton, Holmes & Co.

Eric, Am. schr., 455 tons (at Cowichan)—poles thence to Santa Rosalia; by Felix Santallier.

Fulwood, Br. sp., 1,986 tons (at Portland)—wheat thence to direct port West Coast; by Balfour, Guthrie & Co.

George Curtis, Am. sp., 1,680 tons—passengers and merchandise to Honolulu, in Planters' Line; by Welch & Co.

Gerard C. Tobey, Am. bkt., 1,389 tons—passengers and merchandise to Honolulu, in Planters' Line; by Welch & Co.

Irmgard, Am. bkt., 614 tons—passengers and merchandise to Honolulu, in Hawaiian Line; by Williams, Dimond & Co.

Mauna Ala, Am. bkt., 779 tons—passengers and merchandise to Honolulu; by J. D. Spreckels & Bros. Co.

Lynton, Br. sp., 2,324 tons (at Tacoma)—wheat thence to U. K., H. A. or D., \$1 18s 3d. Prior to arrival.

Roderick Dhu, Am. bkt., 1,452 tons—passengers and merchandise to Hilo, in Spreckels Line; by J. D. Spreckels & Bros. Co.

S. C. Allen, Am. bkt., 632 tons—passengers and merchandise to Honolulu, in Hawaiian Line; by Williams, Dimond & Co.

S. G. Wilder, Am. bkt., 557 tons—passengers and merchandise to Honolulu, in Hawaiian Line; by Williams, Dimond & Co.

Skagit, Am. bkt., 443 tons (at Gambier)—lumber thence to Honolulu; by Pope & Talbot.

Stillwater, Br. bkt., 1,652 tons (on Puget Sound)—lumber thence to Cape Town, Delagoa Bay, Natal or East London, \$2 16s; by Balfour Guthrie & Co. Prior to arrival.

W. B. Flint, Am. bkt., 746 tons—pas-

sengers and merchandise to Honolulu, in A. & B. Line; by Alexander & Baldwin, Ltd.

W. F. Witzemann, Am. schr., 407 tons (at Grays Harbor)—lumber thence to Honolulu; by S. E. Slade Lumber Company.

## MOVEMENTS OF STEAMERS.

## STEAMERS TO ARRIVE.

Name	From	Date
Aorangi-Victoria	May 11	
Sierra-S. F.	May 14	
Sonoma-Colonies	May 14	
America Maru-Yokohama	May 14	
Peru-S. F.	May 15	
City of Peking-Yokohama	May 15	
Mariposa-S. F.	May 21	
Gaelic-Yokohama	May 23	
Coptic-S. F.	May 23	
Sonoma-S. F.	June 4	
Ventura-Colonies	June 4	
America Maru-S. F.	June 5	
Mlowera-Colonies	June 5	
Hongkong Maru-Yokohama	June 7	
Moana-Victoria	June 8	
City of Peking-S. F.	June 12	
Mariposa-S. F.	June 15	
China-Yokohama	June 15	
Gaelic-S. F.	June 21	
Doric-Yokohama	June 22	
Ventura-S. F.	June 25	
Sierra-Colonies	June 25	
Hongkong Maru-S. F.	June 29	

## STEAMERS TO DEPART.

Name	For	Date
Nippon Maru-Yokohama	May 10	
Aorangi-Colonies	May 11	
Sierra-Colonies	May 14	
Sonoma-S. F.	May 14	
America Maru-S. F.	May 14	
Peru-Yokohama	May 15	
City of Peking-S. F.	May 15	
Gaelic-S. F.	May 21	
Coptic-Yokohama	May 23	
Mariposa-S. F.	May 23	
Sonoma-Colonies	June 4	
Ventura-S. F.	June 4	
America Maru-Yokohama	June 5	
Mlowera-Victoria	June 5	
Hongkong Maru-S. F.	June 7	
Moana-Colonies	June 8	
City of Peking-Yokohama	June 12	
China-S. F.	June 15	
Mariposa-S. F.	June 15	
Gaelic-Yokohama	June 21	
Doric-S. F.	June 22	
Ventura-Colonies	June 25	
Sierra-S. F.	June 25	
Hongkong Maru-Yokohama	June 29	

N. B.—A United States Army transport may be expected from San Francisco on the 9th and 24th of each month, en route to Manila, unless route is changed by the War Department.

## Steam Plow Ropes

HAWAIIAN COMMERCIAL AND SUGAR COMPANY.

Spreckelsville, Maui, March 27, 1901.

WILDER'S STEAMSHIP COMPANY.

Agents John A. Roebeling & Sons Co. Honolulu.

Gentlemen: Yours of March 25th re catalogue of ship chandlery goods has been received.

We have used a number of the John A. Roebeling's steam plow cables, and have found them far superior to the English cables, and at the same time a great deal cheaper. In fact, we sent for some of these cables and we put a new Roebeling and a new Fuller cable on the same set of steam plows, one on each engine, of course, and that was considerably over a year ago. The American cable is much better than the English cable in every way, and today is not nearly as badly worn. We are perfectly satisfied here that the American cables are the best.

We shall certainly bear in mind your stock of goods whenever we need anything in your line.

Very truly,  
(Signed) W. J. LOWRIE,  
Manager.

## TO THOSE ON THE OTHER ISLANDS.

## "ARABIC"

Will cool Iron Roofs 15 degrees, prevent rust, preserve the iron, and where the water is used from the roof it is improved, as there is no taste of the iron. "Arabic" can be put on the inside and outside of Iron Water Tanks, making the water cool and pure. "Arabic" cannot be used on Wood or Paint.

## California Feed Co.,

LIMITED.

SOLE AGENTS

for the United States and its Possessions.

## BEAVER LUNCH ROOMS

H. J. NOLTE, Proprietor.  
Fort Street, Opposite Wilder & Co.  
FIRST-CLASS LUNCHEONS SERVED.  
With Tea, Coffee, Soda Water, Ginger Ale or Milk.  
Open from 7 a. m. to 10 p. m.  
Smokers' Requisite a Specialty.

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A FULL LINE OF

BABCOCK AND O'BRIEN

## Carriage

To make room for this line we are offering the following bargains:

Road Wagons - - \$

Top Buggies \$95 to \$

Surreys - \$160 to \$2

Phaetons Rubber Tired \$175 to \$2

Two Seated Wagons \$

ALL OF THESE VEHICLES ARE NEW.

## Pacific Vehicle &amp; Supply

COMPANY, LIMITED.

E. L. CUTTING MANAGER. HONOLULU. FORT AND BERE

## IMPORTANT TO



## Wilbur's White Rock Hoof Pack

A natural rock that will absorb four times its weight of water, a soft, yellow paste. It is cold and moist to the sole and dry of the hoof, replaces the natural moisture and penetrates into the foot, making it tough and healthy.

## Wilbur's Seed Meal

For horses off their feed or in poor, thin condition that need food.

One pound lasts a horse sixteen days if fed according to directions.

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## Wilbur's Horse Remedies

## Manufacturing Harness

Importers and Manufacturers of

## Fine High Grade Harness

Large assortment on hand and made to order.

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LIMITED.

## Fresh Meats and Fish by Every Steamer

From the Coast That Has Cold Storage.

## Choice Beef, Veal, Mutton, Lamb and Pork.

ALWAYS ON HAND.

ALSO POULTRY, SALMON AND HALIBUT.

## FOR SALE AT

THE METROPOLITAN MARKET, King Street, Telephone 111.  
THE BOOTH, FISHMARKET, Telephone 573.  
CENTRAL MARKET, Nuuanu Street, Telephone 111.

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